Government Publications
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ROYAL COMMISSION ON TRANSPORTATION

MEMORANDUM

OF

ONTARIO MOTOR TRUCK OWNERS' ASSOCIATION

Toronto

October -- 1937

Submitted by

W.G. Robertson

Secretary of the Association

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MILEAGE BASIS — For application of rates on Grain Products & Fertilizers

	TORONTO	HAMILTON	LONDON
Acton			
Allanford	147	143	125
Allan Park	114	130	187
Alma	72	68	81
Alton	50		
Arkwright	147	138	119
Arnott			
Arthur	79	96	153
Atwood	107	95	68
Ayton	108	104	85
Belgrave	135	112	84
Belmore	116	132	189
Berkley	106		
Bervie	159	147	119
Blyth	120	99	61
Bluevale	127	115	88
Bornholm	102	73	47
Brampton	29	45	
Britton	106	84	57
Brodhagen	107	78	51
Brussels	120	108	81
Caledon	42		
Cargill	127	133	105
Carthage	96	76	61
Cayuga			
Ceylon	94		
Chatsworth	117	133	190
Cheapside			
Chepstow	125	120	102
Chesley	129	125	108
Claude	34		
Clifford	105	101	83
Clinton	121	94	52
Corbetton	100	96	
Cranbrook	120	108	75
Dobington	136	132	114
Donegal	107	95	68
Dorking	84	64	167
Dornock	124		
Drayton	81	79	79
Dublin	106	78	51
Dundalk	84	100	
Dunkeld	125	120	102
Durham	107	115	97
Elmira	71	51	94
Elmwood	124	121	103
Elora	63	59	
Elsinore	152		
Ennotville	69		
Ethel	114	102	75
Fergus	66	62	
Flesherton	94	110	
Fordwich	110	126	183
Formosa	119	116	92
Georgetown			
Glammis	128	124	106
Glenallen	84	64	167
Gorrie	114	130	187
Gowanstown	98	92	65
GrandValley	68	84	141
Greenock	119	116	96
Guelph	49		
Hanover	118	115	96
Harriston	98	94	76
Henfyrn	111	99	72
Hepworth	154	150	132
Holland Ctr.	110	126	
Holstein	110	106	89
Holyrood	142	130	102
Horning Mill			
Jamestown	120	108	81
Kenilworth	87	103	159
Kilsyth	129		
Kincardine	159	147	119
Kinloss	142	130	102
Kinlough	142	130	102
Kirkton	99	71	21
Kurtzville	98	92	65

	Be.	Br.	C.	Ga.	Gu.	H.	K.	L.	M.	N.F.	Os.	Ow.	Pe.	Pr.	Sa.	S.C.	St.	T.	We.	Wi.
Acton	66	44	65	32	24	37	32	54	90	51	48	62	62	32	62	48	44	37	51	69
Allanford	77	62	69	58	54	65	58	62	104	69	69	24*	77	58	69	69	54	65	69	77
Allan Park CP	72	65	75	61	61	61	61	68	101	68	65	40*	68	61	75			58	65	83
Alma	69	44	65	37	29	48	37	54	94	58	58	54	66	37	62	58	44	51	58	69
Alton CP	65	54	68	47	47	47	47	61	94	61	54	50	61	47	72			43	58	75
Arkwright	77	62	69	58	54	62	58	58	101	69	69	24*	77	58	66	65	54	65	69	73
Arnott CP	75	65	75	61	61	61	61	68	101	68	65	24	68	61	75			58	65	83
Arthur CP	68	58	72	54	54*	54	54	54*	97	68	58	54	65	54	75	61	64	50	61	75
Atwood	73	51	62	51	44	54	44	48	101	66	66	54	69	48	58	62	37	58	62	69
Ayton	73	54	65	51	44	58	51	54	101	66	66	44	73	48	62	62	44	58	66	69
Belgrave	77	54	62	54	54	58	51	48	101	66	66	58	73	54	58	65	44	62	66	65
Belmore CP	83	65	75	61	61	61	61	54*	101	68	65	61	68	61	75	68		58	65	83
Berkley CP	72	65	75	58	58	61	61	68	101	68	61	24*	68	61	75			58	65	79
Bervie	79	62	65	62	58	65	58	58	104	69	69	62	77	58	66	69	54	65	69	73
Blyth	77	54	58	54	48	54	48	48	101	66	66	62	69	54	58	62	40	58	62	65
Bluevale	77	54	62	54	51	58	51	51	101	66	66	58	73	54	62	65	44	62	66	69
Bornholm	73	44	58	44	44	51	37	40	98	62	62	62	69	48	54	58	25	58	58	65
Brampton	62	48	65	40	32	37	40	54	86	51	43	58	58	36	66	48	48	26	54	69
Britton	73	48	62	48	44	54	40	44	98	62	62	54	69	48	58	58	29	58	58	65
Brodhagen	73	44	58	44	44	54	40	44	101	62	62	62	69	48	58	58	26	58	58	65
Bronte	62	37	65	40	40	24	47	45	87	44	43	62	58	40	66	37	51	32	44	69
Brussels	77	54	62	54	51	58	51	51	101	66	66	54	73	54	62	65	40	58	66	69
Burlington	66	32	65	29	37	24	44	51	87	40	48	62	58	37	66	37	48	37	40	69
Caledon	66	51	69	44	37	40	40	53	90	54	51	54*	62	40	66	51	51	40	54	73
Caledonia	66	26	62	37	44	26	48	51	94	44	54	66	66	40	62	40	44	44	40	69
Cargill	77	58	65	54	51	62	54	58	101	66	66	43*	73	54	66	65	51	62	66	73
Carthage	73	48	62	48	40	51	44	48	98	62	62	51	66	48	58	62	32	54	58	65
Cayuga	69	37	62	44	48	37	54	54	94	40	58	69	66	44	62	40	51	51	37	69
Ceylon CP	72	61	72	58	58	58	61	65	97	68	61	36	65	58	75			54	65	79
Chatsworth CP	75	65	75	61	61	61	61	68	101	68	65	24	68	61	75			58	65	83
Cheapside	69	37	58	44	48	37	51	51	94	48	58	69	66	44	62	48	51	51	40	66
Chepstow	77	58	65	54	51	58	54	58	101	66	66	43*	73	54	66	65	48	62	66	73
Chesley	77	58	69	54	54	62	54	58	101	66	66	30*	73	54	66	65	51	62	66	73
Claude	66	48	65	40	32	40	40	58	90	54	62	54	58	37	66	48	48	37	54	69
Clifford	73	54	65	48	44	58	48	54	98	66	62	51	69	48	62	62	40	58	66	69
Clinton	77	51	58	51	51	54	44	44	101	66	66	62	73	54	58	62	37	62	62	65
Cooksville CP	61	47	65	40	40	36	43	58	86	50	40	58	54	40	65			24	50	68
Corbetton CP	68	58	72	54	54	54	58	65	101	66	66	54	73	51	62	62	40	58	62	69
Cranbrook	73	51	62	51	48	51	48	51	97	65	58	40	65	54	72			50	61	79
Dobbington	77	58	69	58	54	62	54	58	101	69	66	30*	73	54	66	65	54	62	69	73
Donegal	73	51	62	51	44	54	44	48	101	66	66	54	69	48	58	62	30	58	62	69
Dorking CP	68	47	68	47	32	47	47	58	97	61	58	65	65	47	65	68		54	58	75
Dornock	75	65	75	61	61	61	61	68	101	68	65	24	68	61	75			58	65	83
Drayton	69	48	65	40	37	51	40	54	98	62	58	54	69	40	62	58	40	54	62	69
Dublin	73	44	58	44	44	54	40	44	101	62	62	62	69	48	58	58	26	58	58	65
Dundalk CP	68	58	72	54	54	54	58	65	97	68	58	40	65	58	75	68		54	61	79
Dunkeld	77	58	65	54	51	58	54	58	101	66	66	43*	73	54	66	65	48	62	66	73
Durham	73	58	65	54	48	58	54	54	101	66	66	40*	69	54	66	65	48	58	66	73
Elmira	69	48	62	29	25	44	25	51	94	58	58	62	66	37	58	58	37	48	54	69
Elmwood	79	58	65	54	51	62	54	58	101	66	66	37	73	54	66	65	48	62	66	73
Elora	69	40	65	32	25	44	32	54	94	58	54	58	66	29	62	54	44	48	58	69
Elisnore	77	62	69	58	54	65	58	62	104	69	69	24*	77	58	69	69	54	65	69	77
Ennotville	69	44	65	37	26	48	32	54	94	58	54	54	66	32	62	54	44	48	58	69
Ethel	73	51	62	51	48	58	48	51	101	66	66	54	73	51	62	62	40	58	62	69
Fergus	69	44	65	37	26	48	32	54	94	58	54	54	66	32	62	54	44	48	58	69
Flesherton CP	72	61	72	58	58	58	61	65	98	68	61	36	65	58	75			54	65	79
Fisherville	69	40	62	44	51	40	54	51	98	44	58	69	69	48	62	44	51	51	37	69
Fordwich CP	72	65	75	61	61	61	61	54*	101	68	65	58	68	61	75	68		58	65	83
Formosa	77	58	65	54	48	58	54	54	101	66	66	43*	73	54	66	65	48	58	66	73
Georgetown	66	44	65	37	26	37	37	54	87	51	48	62	62	37	65	44	44	32	51	73
Glammis	77	58	65	54	51	62	54	58	101	66	63	47*	73	54	66	65	51	62	66	73
Glenallen	68	47	68	47	30	47	47	58	97	68	58	65	65	47	65	68		54	58	75
Gorrie CP	83	65	75	61	61	61	61	54*	101	68	65	61	68	61	75	68		58	65	83
Gowanstown	73	48	62	48	40	54	44	48	98	62	62	51	69	44	58	62	37	54	62	69
Grand Valley CP	68	58	72	54	54	54	54	61	94	68	58	50	65	54	75			47	61	75
Greenock	77	58	65	54	48	58	54	54	101	66	66	51	73	54	66	65	48	58	66	73
Guelph	66	37	62	24		37	24	51	90	54	54	58	62	25	62	51	37	40	51	69
Hagersville	69	32	62	40	48	32	51	51	94	44	54	69	66	44	62	44	48	48	40	65
Hanover	77	58	65	54	48	58	54	54	101	66	66	40	69	51	66	65	48	58	66	73
Harriston	73	54	62	48	40	54	48	51	98	62	62	48	69	44	62	62	40	54	62	69
Henfryn	73	51	62	51	48	58	48	51	101	66	66	54	73	51	58	62	37	58	62	69
Hepworth	79	62	69	58	58	65	58	62	104	69	69	24*	77	58	69	69	54	65	69	77
Holland Centre CP	72	65	75	61	61	61	61	68	101	68	68	24*	58	61	75			58	65	83
Holstein	73	54	65	51	48	58	51	54	101	66	66	47*	73	51	62	62	44	58	66	69
Holyrood	77	58	65	58	54	62	54	58	101	69	69	62	77	58	62	65	48	65	66	69
Hornings Mills	72	61	72	58	58	58	61	65	97	68	61	43*	65	58	75			54	65	79
Jamestown	77	54	62	54	51	58	51	51	101	66	66	54	73	54	62	55	40	58	66	69
Jarvis	69	37	58	44	48	37	51	51	94	48	58	69	66	44	62	48	51	51	40	66

	Be.	Br.	C.	Ga.	Gu.	H.	K.	L.	M.	N.F.	Os.	Ow.	Pe.	Pr.	Sa.	S.C.	St.	T.	We.	Wi.
Kemble	77	65	72	62	58	65	62	62	101	73	66	24	73	61	68	69	65	62	61	77
Kenilworth CP	72	61	72	58	54	58	58	65	97	68	58	54	65	58	75			54	68	65
Kilsyth	77	65	72	62	58	65	62	62	101	73	66	24*	73	61	68	69	58	62	69	77
Kincardine	79	62	65	62	58	65	58	58	104	69	69	50*	77	58	66	69	54	65	69	73
Kinloss	77	58	65	58	54	62	54	58	101	69	60	50*	77	58	62	65	48	65	66	69
Kinlough	77	58	65	58	54	62	54	58	101	69	69	50	77	58	62	65	48	65	66	69
Kirkton	73	40	54	40	40	51	37	29	98	58	61	58	68	44	51	58	25	54	58	62
Kohler	69	37	62	44	48	37	54	54	94	40	58	69	66	44	62	40	51	51	37	69
Kurtzville	73	48	62	48	40	54	54	48	98	62	62	51	69	44	58	62	30	54	62	69
Lakelette	73	54	65	48	44	58	48	54	98	66	62	51	69	48	62	62	40	58	66	29
Lebanon	73	48	62	48	40	51	44	48	98	62	62	52	66	48	58	62	32	54	58	65
Linwood	68	47	68	43	24	43	47	58	97	58	58	65	65	47	68	58		50	58	75
Listowel	73	48	62	48	40	51	44	48	98	62	62	51	66	48	58	62	32	54	58	65
Lochalsh	79	58	65	58	58	65	58	58	104	69	69	62	77	58	66	69	51	65	69	69
Lucknow	77	58	65	58	54	62	54	54	101	69	69	62	77	58	62	65	48	65	66	69
Marden	66	40	62	26	24	40	26	51	94	54	54	58	62	25	62	54	40	44	51	69
Markdale CP	72	61	75	58	58	58	61	68	97	68	61	30	68	58	75	68		54	65	79
Melancthon CP	68	58	72	54	54	54	54	65	97	65	58	43	65	54	72			50	61	75
Mildmay	73	54	65	51	48	58	51	54	101	66	66	47*	73	51	62	65	44	58	66	69
Millbank	72	43	58	43	32	47	36	40	97	58	58	54	65	47	54	58	26	54	58	65
Milverton	73	44	58	44	32	48	37	40	98	58	58	54	66	48	54	58	25	54	58	65
Mitchell	73	44	58	44	44	51	37	40	98	62	62	62	69	48	54	58	25	58	58	65
Molesworth	73	48	62	48	40	51	44	48	98	62	62	51	66	48	58	62	32	54	58	65
Monkton CP	72	54	68	50	40	50	54	58	97	65	61	68	68	54	68	58		54	58	75
Moorefield	69	51	65	44	37	54	40	51	98	62	58	51	69	40	62	58	40	54	62	69
Mt. Dennis	58	44	69	44	40	37	44	58	84	51	37	61	51	43	65	48	54		51	69
Mt. Forest	73	54	65	48	44	54	44	51	98	66	62	47*	66	44	62	62	40	54	66	69
Mt. Hope	66	29	62	40	44	24	48	51	94	44	54	66	66	40	62	40	48	44	40	69
Nelles Corners	69	40	62	44	51	40	54	51	98	44	58	69	69	48	62	44	51	51	37	69
Neustadt	73	54	65	51	48	58	51	54	101	66	66	44	73	51	62	65	44	58	66	69
Newton	73	44	58	44	32	48	30	40	98	58	58	54	66	48	54	58	26	54	58	65
New Toronto	58	44	69	44	40	37	44	58	84	51	37	61	51	43	65	48	54		51	69
Newry	73	51	62	51	44	54	44	48	101	66	66	54	69	48	58	62	37	58	62	69
North Bruce	79	62	69	58	54	65	58	62	104	69	69	43*	77	58	69	69	51	65	69	77
Oakville	62	37	65	40	40	26	48	54	86	44	43	62	54	40	66	40	51	29	44	69
Orangeville CP	68	54	68	47	47	50	54	61	94	58	54	50	61	50	72	61		43	58	75
Orchard	73	54	65	51	48	58	51	54	101	66	66	47*	73	51	62	62	44	58	66	69
Owen Sound	77	65	73	62	58	65	62	62	101	73	66		73	62	69	69	53	62	69	77
Paisley	77	58	69	54	54	62	54	58	101	69	66	43*	73	54	66	65	51	62	69	73
Palmerston	73	51	62	44	40	54	44	48	98	62	62	51	69	44	58	62	37	54	62	69
Parkhead	79	62	69	58	58	65	58	62	104	69	69	24*	77	58	69	69	54	65	69	77
Peffers	73	44	58	44	44	54	40	44	101	62	66	54	69	48	58	58	26	58	58	65
Pine River	79	62	65	62	58	65	58	58	104	69	69	54*	77	53	66	69	54	65	69	73
Pinkerton	77	58	65	54	51	62	54	58	101	66	66	43*	73	54	66	65	51	62	66	73
Port Credit	62	40	65	44	44	32	48	54	86	48	37	62	54	44	66	44	54	24	48	69
Port Elgin	79	62	69	58	54	65	58	62	104	69	69	30*	77	58	69	69	54	65	69	77
Priceville CP	72	61	75	58	58	58	61	65	97	68	61	40	65	58	75			54	65	79
Primrose CP	68	58	72	54	54	54	54	65	94	65	58	43	65	54	72			50	61	75
Rainbow Centre	69	37	65	44	48	37	54	54	98	37	58	69	66	48	66	40	51	51	29	69
Ripley	79	58	65	58	58	65	58	54	104	69	69	54*	77	58	66	69	51	65	69	69
Riversdale	77	58	65	54	48	58	54	54	101	66	66	51	73	54	66	65	48	58	66	73
Rockwood	66	40	65	29	24	40	29	51	90	54	51	62	62	26	62	51	40	40	54	69
Rothsay	69	51	65	44	30	54	40	51	98	62	58	51	69	40	62	58	40	54	62	69
Russeldale	73	44	58	44	44	51	30	40	98	62	62	62	69	48	54	58	24	58	58	65
Selkirk	69	40	62	44	51	40	54	51	98	44	58	69	69	48	62	44	51	51	37	69
Shallow Lake	79	62	69	58	58	65	58	62	104	69	69	24	77	58	69	69	54	65	69	77
Shelburne CP	68	58	72	54	54	54	54	65	94	65	58	43	65	54	72			50	61	75
Singhampton	69	62	73	58	54	54	54	66	98	62	62	50*	62	54	73	62	62	54	62	72
Snelgrove CP	65	47	65	40	40	36	43	58	90	54	47	54	58	40	68			36	54	72
Southampton	79	62	69	58	58	65	58	62	104	69	69	30*	77	58	69	69	54	65	69	77
Tara	77	62	69	58	54	62	58	58	101	69	69	24*	77	58	66	65	54	65	69	73
Teeswater CP	86	65	79	65	61	65	65	54*	101	68	65	54*	72	65	75			61	68	83
Tiverton	79	62	65	62	58	65	58	58	104	69	69	50*	77	58	66	69	54	65	69	73
Toronto	58	44	69	44	40	37	44	58	84	51	37	61	51	43	66	48	54		51	69
Turners	77	62	69	58	54	62	58	58	101	69	69	58	77	58	66	65	54	65	69	73
Walkerton	77	58	65	54	48	58	54	54	101	66	66	43*	73	54	66	65	48	58	66	73
Wallace	73	48	62	48	40	54	44	48	98	62	62	51	69	44	58	62	37	54	62	69
Wallenstein	68	47	68	43	29	43	47	58	97	61	58	65	65	43	68			50	54	72
Walton CP	72	54	72	54	43	54	54	61	101	65	65	68	68	54	68	58		58	61	75
Weston	58	44	69	44	40	37	44	58	84	51	37	61	51	43	66	48	54		51	69
Whitechurch	77	58	62	58	54	62	54	51	101	66	66	58	73	54	62	65	48	62	66	69
Wiarton	79	65	73	62	58	65	62	62	104	73	69	24*	77	62	69	69	58	65	73	77
Williamsford	75	65	75	61	61	61	61	68	101	68	65	24	68	61	75			58	65	83
Wingham	77	54	62	54	54	58	54	51	101	66	66	58	69	54	62	65	44	62	66	69
Woodbridge CP	61	54	68	47	47	43	47	61	86	54	40	61	54	47	65			25	54	75
Woodham	73	44	54	44	44	54	40	37	101	62	66	62	73	48	48	58	26	58	58	65
Wroxeter CP	83	65	75	61	61	61	61	54*	101	68	65	61	68	61	75	68		58	65	83
York	69	29	62	40	44	29	51	51	94	40	54	66	66	40	62	40	48	48	37	69

RATE IN CENTS PER 100 LBS.

Rates subject to change without further notice.

Rate Basis	Class 1st	2nd	3rd	4th	Rate Basis	Class 1st	2nd	3rd	4th
24-25	.24	.21	.18	.15	65-66	.65	.58	.49	.41
26	.25	.22	.19	.16	68-69	.68	.59	.52	.43
29	.29	.25	.22	.19	72-73	.72	.63	.54	.45
30	.30	.26	.22	.19	75-76-77	.75	.66	.58	.47
32	.32	.29	.25	.19	79	.79	.70	.59	.50
36-37	.36	.32	.27	.24	83-84	.83	.72	.63	.52
40	.40	.34	.30	.25	86-87	.86	.75	.65	.54
43-44	.43	.37	.32	.27	90	.90	.79	.68	.55
47-48	.47	.41	.36	.29	94	.94	.83	.70	.59
50-51	.50	.45	.37	.32	97-98	.97	.84	.74	.61
54	.54	.47	.41	.34	100-101	1.00	.88	.75	.63
58	.58	.50	.43	.36	104	1.08	.95	.83	.69
61-62	.61	.54	.47	.37	108	1.12	.99	.85	.72

MINIMUMS—Up to 30 lbs., .35c; Over 30 lbs., .50c.

C. O. D. COLLECTION CHARGES

Up to 5.00	.20c	Over 100.00 to 150.00	.85c
Over 5.00 to 10.00	.25c	150.00 to 200.00	1.00
10.00 to 30.00	.35c	200.00 to 250.00	1.15
30.00 to 50.00	.40c	250.00 to 300.00	1.25
50.00 to 60.00	.50c	300.00 to 350.00	1.40
60.00 to 80.00	.55c	350.00 to 400.00	1.50
80.00 to 100.00	.65c	400.00 to 450.00	1.65

Amounts above this, continue by adding .15c on the first $50.00 of each $100.00, and .10c on the last $50.00 of each $100.00.

HEAD LINE POINTS INDICATED AS FOLLOWS:

Be.—Belleville	H.—Hamilton	Os.—Oshawa	S.C.—St. Catharines
Br.—Brantford	K.—Kitchener	Ow.—Owen Sound	St.—Stratford
C.—Chatham	L.—London	Pe.—Peterborough	T.—Toronto
Ga.—Galt	M.—Montreal	Pr.—Preston	We.—Welland
Gu.—Guelph	N.F.—Niagara Falls	Sa.—Sarnia	Wi.—Windsor

EXPLANATION OF ABBREVATIONS

K.D.—Knock Down
LBS.—Pounds
N.O.S.—Not Otherwise Specified
O.R.D.—Owner's Risk Detoriation
O.R.W.—Owner's Risk Weather
S.U.—Set Up

Shipments subject to conditions listed on bills of lading.

We reserve the right to increase our charges for freight demanding special service.

Uncrated goods carried at owner's risk.

Pack your freight well—Address your shipments clearly.

MILEAGE BASIS For application of rates on Grain Products & Fertilizers (Con't.)

	TORONTO	HAMILTON	LONDON
Lakelet	105	101	83
Lebanon	96	76	61
Linwood	80	60	152
Listowel	96	76	61
Lochalsh	151	138	110
Lucknow	142	130	102
Marden	64		
Markdale	100	116	
Melancthon	75		
Mildmay	114	110	92
Millbank	81	65	47
Milverton	85	66	47
Mitchell	102	73	47
Molesworth	96	76	61
Monkton	98	78	133
Moorefield	85	81	78
Mt.Forest	95	100	81
Neustadt	112	108	90
Newton	106	78	51
New Toronto			
Newry	107	95	68
North Bruce	147	144	125
Orangeville	56	72	129
Orchard	110	106	89
Owen Sound	129	145	141
Paisley	134	130	113
Palmerston	92	89	71
Parkhead	151	147	129
Peffers	109	80	54
Pine River	159	147	119
Pinkerton	128	124	106
Pt.Elgin	147	144	125
Priceville	95	112	
Primrose	68		
Ripley	151	138	110
Riversdale	119	116	96
Rockwood			
Rothsay	81	79	79
Russeldale	102	73	47
Shallow Lake	153	150	132
Shelbourne	72	88	
Singhampton			
Snelgrove	34		
Southampton	151	148	129
Tara	142	138	119
Teeswater	128	144	201
Tiverton	159	147	119
Turners	142	138	119
Walkerton	119	116	96
Wallace	98	92	65
Wallenstein	70	55	98
Walton	111	91	146
Whitechurch	136	124	96
Wiarton	161	158	139
Williamsford	126		
Wingham	127	121	75
Woodham	109	81	31
Wroxeter	116	132	189

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MILEAGE RATES

In cents per. 100 pounds

FERTILIZERS				GRAIN PRODUCTS, FLOUR ETC.			
MILEAGE	TRUCK Under 4 tons	TRUCK Over 4 tons	RAIL C.L.	MILEAGE	TRUCK Under 4 tons	TRUCK Over 4 tons	RAIL C.L.
1 to 10	.12	.09	.05	1 to 5	.10	.07	.03
11 20	.13	.10½	.05½	6 10	.12	.08½	.03½
21 30	.15	.12	.06	11 20	.14	.11½	.04
31 40	.16	.13½	.06½	21 30	.15	.12½	.05
41 50	.18	.15½	.07½	31 40	.17	.14½	.05
51 60	.20	.17	.09	41 50	.19	.16½	.05
61 70	.21	.18	.09½	51 60	.21	.18	.06½
71 80	.23	.20½	.10½	61 70	.22	.19½	.06½
81 90	.25	.22½	.11	71 80	.23	.20½	.07½
91 100	.26	.23½	.12	81 100	.25	.22½	.07½
101 125	.29	.26	.12½	101 125	.28	.25	.08½
126 150	.30	.27	.13½	126 150	.30	.27½	.10
151 175	.32	.29	.14½	151 200	.33	.30½	.10
176 200	.33	.30	.15½	201 230	.35	.32	.12½
201 225	.35	.32½	.16½	231 250	.37	.34½	.12½

Minium rates on the goods listed are / Over 30 pounds .50¢
Under 30 pounds .35¢

NOTE - Rates shown in this tariff are the minium rates applicable. Transports reserve the right to charge additional for any additional service involved, Or for any reason necessary. Shipper should be advised at time of pick-up of any change to increased rates.

Over four ton rate can be applied to one or more shipments from one shipper to one or more consignees in ONE town on ONE date.

Rail carload listing not applicable / For reference ONLY.

Rates listed under (TRUCK over 4 tons) are equal to Rail L.C.L.

Transports marking in additional mileages must check same with the Automotive Association, Or rate committee for district.

ROYAL COMMISSION ON TRANSPORTATION.

MEMORANDUM OF ONTARIO MOTOR TRUCK OWNERS' ASSOCIATION

As was explained by our representative at the first public session of the Commission on September 16th. the Ontario Motor Truck Owners' Association, organized in 1919, operates as a branch of the Ontario Motor League and endeavours to serve the interests of motor truck owners in much the same manner as the interests of passenger car owners have been advanced by the League since its formation in 1907.

The Association is primarily concerned with measures of taxation and regulation affecting motor truck owners generally, leaving to other representative and specialized organizations questions pertaining exclusively to those particular forms of highway transport which are carried on by individuals or concerns operating for profit, as common or contract carriers.

The Ontario Motor Truck Owners Association therefore is chiefly interested in such laws and taxes as may apply to motor trucks operated "in a business" as distinct from motor trucks operated "as a business".

From the Order of Reference it appears that the present inquiry is to be directed mainly to questions "pertaining to or affecting persons or corporations engaged in the business and operation of transporting freight and passengers by motor vehicles, for gain". But it also appears that some study may be made of the transport of goods by privately owned motor trucks, not for gain, and that attention may be directed to the general incidence of taxation upon all motor vehicles. These latter questions vitally concern the Ontario Motor Truck Owners' Association, and in the event that they may be examined by the Commission, we wish to make representations for which we would bespeak most careful consideration.

The great value of good roads is now universally recognized. Every progressive Country is today engaged in highway improvement work on an extensive scale. Motor vehicle use and road development are making rapid progress throughout the World. Ontario's highway system ranks as one of the chief assets of the Province both as a public utility and as a revenue producer. Together the roads, motor vehicles and motor vehicle service facilities represent a billion dollar investment by the people of the Province in the most mobile, flexible and individual of all forms of transportation.

The road user is not the sole beneficiary of the modern highway. The benefits to agriculture, trade and industry, and the social and economic advantages accruing to the entire community are generally recognized. The modern highway is both a business builder and a revenue producer.

It is for this reason that motor vehicle owners, while willing to bear a reasonable proportion of costs of construction and maintenance take strong exception to being taxed to the full extent of the expenditure on highways.

Opinions may vary as to what constitutes a fair share of road costs chargeable to road users but it is of interest to note that the Royal Commission on Railways and Transportation which was appointed in Canada in 1931, in considering the taxation of motor vehicles in relation to highway improvement reached the decision that 66 per cent. was an equitable proportion. In this respect the finding of the Commission coincides with the two-thirds proportion of charges which the Royal Commission on Transport of Great Britain, in 1930, set as a fair proportion for highway users to pay.

In this Province, motor vehicle owners have been paying considerably in excess of 66 per cent. of the amount expended by the Province on Highways. Our Association has long contended that taxes on motor trucks have been on too high a level and it was in recognition of an excessive burden that the recent car and truck license tax reductions were made by the Ontario Government and that still further reductions have been forecast by the Prime Minister.

Approximately 250 million dollars have been collected by the Province from motor vehicle sources; 130 million in gas tax since it was first applied in 1925 and 120 million in registration and miscellaneous fees since 1903.

In the six years 1930-35 inclusive the total revenue of the Province from motor vehicles was, in round figures, $120,000,000.00, while in the same period the net outlay of the Province on highway construction and maintenance was approximately $98,000,000.00. In these six years therefore about $22,000,000.00 more than the net Provincial cost of highway improvement was collected in taxes from motor vehicle owners.

Even with the increased Provincial expenditure on highways during the present year for which figures are not as yet available, there can be little doubt but what motor vehicle revenues from 1930 to date, exceed Provincial road costs for the same period.

It appears therefore that motor vehicle owners have for at least the last eight years been bearing the entire cost to the Provincial Government of highway improvement and maintenance.

Interest charges on the Provincial Highway debt have not been included in the road expenditures compared with revenues from motor vehicle sources.

This is for the reason that had these revenues been fully and directly applied to road construction and maintenance from the beginning, the highway debt today would have been of but small proportions. In considering the net cost of highway improvement in relation to highway revenues in Ontario, credit for the full amount collected from motor vehicle owners in registration fees and gasoline taxes should be given on the basis of applying all annual revenues as received to annual construction and maintenance expenditures. Not to do so is to charge the highway costs twice over to the road user.

In estimating the value to the Province as a whole of its good roads system one of the chief factors to be considered is motor tourist traffic from the United States and other Provinces.

When the Province of Ontario was about to embark on a plan of highway improvement in 1916, the Secretary of State for New York State, the Honorable Francis M. Hugo, addressing the Annual Meeting of the members of the Ontario Motor League in Toronto in that year said - "Go ahead and build your paved highways, and we Americans will come over and pay for them".

His words were prophetic, and the prophecy has since been literally fulfilled. The expenditure in this Country by motor tourists entering Canada through Ontario ports of entry since 1920 has been estimated at $1,390,000,000.00 on the basis of reports compiled by the Dominion Bureau of Statistics. In the six years 1930 - 1935, while Ontario was spending $98,000,000.00 on roads, United States motor tourists entering Canada by Ontario ports were spending $486,000,000.00 on this side of the international boundary. This represents a five dollar tourist expenditure for every dollar spent on roads in that six year period. In the same six year period the expenditure by motor tourists entering Ontario greatly exceeded the total value of the gold produced by Ontario's great mining industry. This was during the worst years of the economic depression. All the money and more which the Province had spent on road improvement for decades was returned to the people of Ontario at a time when they stood most in need of ready cash. Ontario's system of main highways has been a most profitable channel of investment. The cost of construction for some years past has been met by revenues from motor vehicles, dollar for dollar and in addition to all other benefits motor tourist traffic has returned five dollars for each dollar expended.

Among other benefits to the Province from road expenditures one which should not be overlooked is the employment which was given to thousands of men in road building who would otherwise have been out of work and on the relief rolls during the depression period. The $98,000,000.00 spent by the Province on roads in the six years 1930-35 undoubtedly saved the taxpayers many millions in relief charges and put into circulation money which helped to sustain business generally during a very trying period.

On the basis of 1936 returns, commercial motor vehicles constituted 12 per cent. of total registrations but yielded 26% of fees collected.

The average registration tax paid on commercial motor vehicles in 1936 was $40.00. Estimating the annual gasoline consumption at an average of 1,000 gallons per truck - (X) - $60,00 in gasoline tax at the prevailing rate of six cents per gallon, added to the $40.00 license tax, gives an average total annual tax per truck of $100.00. On this basis the revenue derived by the Province from motor truck operation in 1936 was approximately $7,000,000.00 out of a total of $27,000,000.00 from all motor vehicle sources. An amount of $7,000,000.00 yearly would be sufficient to meet the annual cost of maintenance of all the highways in the Province on the basis of 1935 expenditures. Aceepting these figures, it cannot be said that the motor truck is not paying its way.

NOTE: (X) The Automobile Manufacturers Association of the United States places the consumption of gasoline by motor trucks at an average of 1,200 American gallons per annum. This would be the equivalent of 1,000 Canadian gallons, making allowance for the larger measure used in this country. Some time ago reports received from our members covering 281 motor trucks showed an annual consumption of 1,415 gallons per vehicle. The average for some classes of vehicles would be much higher and others lower.

It must be kept in mind also that there are many thousands of motor vehicles which make little if any use of highways outside of urban municipalities. There are large fleets of trucks being operated in Toronto and other cities by business concerns, which are solely engaged in making deliveries to local customers. In fact the great majority of commercial motor vehicles make but little use of interurban highways.

Improvements made in motor truck design and equipment during recent years have done much to reduce road wear and tear, especially the general use of pneumatic tires of increased cushioning capacity.

A study made by the Bureau of Public Roads of the Department of Agriculture of the United States Government, conclusively proved that commercial vehicles with pneumatic tires do little more damage to highways than do seven-passenger automobiles. The Bureau demonstrated that the average thickness of slab required for the support of the wheel load and impact of a seven-and-a-half ton truck equipped with pneumatic tires and operated at a speed of 30 miles an hour over a standard smooth surfaced road, would be approximately 15 per cent. greater than the minimum practicable thickness that would be required for traffic of seven-passenger automobiles.

We would respectfully direct the attention of the Commission to the Bill providing for the establishment of a Board of Transport which was before the Senate of Canada during the last Session of Parliament. This Bill, while withdrawn, it is understood is to be reintroduced at the next Session. Reference is made to this Bill, against which our Association entered a strong protest, because in the opinion of our Executive its effect would be to confer on the proposed Transport Board powers which would conflict with the authority of the Province of Ontario in controlling and regulating the use of Ontario Highways by motor vehicles. It would introduce a duplication of regulatory measures which would mean added expense and inconvenience to motor vehicle owners.

We are strongly of the opinion that the full control of motor vehicle traffic in this Province should remain vested in the Department of Highways.

We feel that the Commission should give careful consideration to the recommendations of the Dominion-Provincial Conference of 1935 as contained in the report of the Committee on Tourist Traffic and Transportation, dealing with the regulation of Motor Truck Traffic by the Provinces. These recommendations, if carried out, would go far towards solving the problems of Highway Transportation which are the subject of that part of the Senate Bill "B" which pertains to Highway Traffic, and would give effect to the recommendations of the Royal Commission of 1931 with regard to co-operation between Federal and Provincial Governments in determining principles of road transport.

In its report to the Ministry of Transport in 1932, the Conference on Rail and Road Transport in Great Britain, under the Chairmanship of Sir Arthur Salter, K.C.B., paid this tribute to motor vehicles: "These new vehicles have transformed the economic and social life of the Country. They give facilities of transport never before enjoyed by trade and industry; they have brought into existence new communities attached to the roads, as the railways did last century along their tracks; they have enormously increased the opportunities of the ordinary citizen to see his own Country, and the habit of inland travel, whether by private car, motor cycle or commercial passenger vehicle".

The first principle which should govern the regulation and taxation of motor vehicles, the public interest, is recognized and stressed by the Canadian Royal Commission of 1931-2 in the words "It is essential that the Country should have the free and unhampered use of the cheapest forms of transport and therefore no restrictions which would unfairly prejudice the road user should be imposed".

The Royal Commission further stated "The railways themselves should be empowered to provide and operate services of road vehicles, subject to whatever

restrictions are imposed upon other road transport operators". The road transport field has always been open to the railways and is still open on the equal terms suggested by the Royal Commission. If the railways did not see fit to enter it to any appreciable extent in the early stages and now find themselves handicapped, the handicap is of their own making and of their own choice. If cost of haulage by rail is high as compared with cost of haulage by road we would suggest that the remedy is to be found in the direction of reducing rail costs through modernizing equipment and methods, rather than by increasing road costs through measures of restrictive regulation and stifling taxation. In the one direction lies progress and in the other, retrogression and failure to properly serve the public interest in efficient transport service at reasonable cost.

RESOLUTIONS PASSED AT DOMINION-PROVINCIAL CONFERENCE

RELATING TO THE OPERATION OF BUS AND TRUCK LINES

It was resolved to submit eleven recommendations which are set out below, and which refer only to vehicles used for the transportation of passengers and freight for hire which are specifically licensed by the provinces for highway transport - taxi and delivery service vehicles not being included.

(1) That the Minister of Transport arrange to collect information regarding rates prescribed or charged by public carriers of freight and passengers in the various provinces and rates charged by the Railway Companies and communicate such information to the provinces to the end that a fair and equitable basis may be arrived at for the establishing of uniform rates for highway transportation of passengers and freight.

(2) That the principle that carriers of passengers and freight for hire shall be required to carry insurance covering all risks be endorsed.

(3) That operators of vehicles for the transportation of passengers and freight for hire be required to keep accounts of their operations and to submit returns to the provincial authority in such form and at such intervals as may be required.

(4) That legislation be enacted by the provinces limiting the hours of labour of drivers of vehicles used for the transportation of passengers or freight for hire.

(5) That in the interests of public safety a standard of fitness should be required of all vehicles used in the transportation of passengers or freight for hire.

(6) That in the interests of public safety a standard of physical fitness as evidenced by a certificate of a medical practitioner be required of all drivers of vehicles used in the transportation of passengers or freight for hire.

(7) That a license should only be granted for the operation of vehicles for the transportation of passengers or freight for hire where it can be proved to the satisfaction of the licensing authorities that the service proposed is a public necessity and convenience.

(8) That every province establish a fair standard of wages to be paid to the drivers of vehicles used in the transportation of passengers or freight for hire.

(9) That with a view of securing a uniform act for all provinces covering the operation of vehicles used in the transportation of passengers and freight for hire the Department of Transport secure the legislation and regulations now in existence dealing with such vehicles and submit this information to the various provinces.

(10) That valuable services can be rendered to every province in Canada if a permanent Committee consisting of representatives of the Provinces be set up with a Secretary established in the Department of Transport, whose office would collect and distribute data relative to legislation and regulations in effect or contemplated in various jurisdictions.

(11) That the principle of securing basic uniformity and comparability in the matter of road transport statistics be endorsed by this Conference, and that instructions be issued to the Dominion Bureau of Statistics to proceed with the discussion of a detailed plan with the Provincial authorities to the end of meeting what has become both a provincial and national necessity.

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